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Special Section

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Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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St. Paul, MN 55101
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CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual	\$ 30	Family	\$ 40
Sustaining	\$ 50	Sponsor	\$ 100

SEND DUES, ADDRESS CHANGES AND MEMBERSHIP CONCERNS TO

193 Pennsylvania Avenue East
St. Paul, MN 55101

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(651) 228-0263 or (800) 711-2591

Web site
www.mtmuseum.org

BOARD OF DIRECTORS

Terms expire 2001: John DeWitt, Mike Kramer,
Joahn Oliver, Byron Olsen,
John Walker, Secretary

Terms expire 2002: Dave Kettering, Treasurer;
Gerald Leimer,
Michael E. Miller, Chair,
Jim Vaitkunas, Vice-Chair,
Heather Worthington.

Terms expire 2003: Charles Barthold, Art Pew,
John Robinson, John Senior
Class 4 appointed: Eric Hopp, Corbin Kidder,
Ross McGlasson, Noel Petit

Executive Director vacant

CORRECTIONS AND NEW INFO

Barney Olsen writes: "Joe Hutchinson points out another building of interest in the (inside front cover) scene at 4th and Wall. Behind the Gordon and Ferguson building on what is now Kellogg and Wall is the former HQ building of the Great Northern, turned into a company storage warehouse when the new building was opened at 175 E 4th St. in about 1916. Hill died before his office could be moved out of the old building and it remained substantially intact into my time. When I started at the GN in 1967, it was rumored that every GN business record was in there somewhere, including the first waybill ever issued by GN! A story never confirmed. In later years, there were roll top desks and dozens of paintings commissioned by GN (and after the BN merger, some NP art as well). I was in the building once or twice."

BOARD OF DIRECTORS

March 2000

-Voted to file the amended Articles of Incorporation of the Museum with the Secretary of State.

-Adopted the amended set of Bylaws.

-Elected Eric Hopp (Railroad Division), Corbin Kidder (Traction Division), Ross McGlasson (Lake Minnetonka Division) and Noel Petit (Jackson Street Division) as Class IV non-voting Directors.

May 2000

-Authorized the signing of the operating agreement between the Museum and the Osceola Historical Society for the year 2000.

-Election as Officers:
Michael E. Miller Chairman
James Vaitkunas Vice Chairman
David Kettering Treasurer
John Walker Secretary
Dave Ahlgren Superintendent,
Railroad Division
Mike Kramer Superintendent, Lake
Minnetonka Division
Arthur Pew III Superintendent,
Jackson Street Division
Jim Vaitkunas Superintendent,
Traction Division

-Set up the following committees of the Board:

Finance Committee: Jim Vaitkunas (Chair), David Ahlgren, Charles Barthold, Roger Carlson, Dick Heine, Dave Kettering (Ex Officio as Treasurer), Mike Kramer, Michael E. Miller (Ex Officio as Chairman), Art Pew, John Robinson, Executive Director (ex officio).

Collections Committee: Heather Worthington (Chair), Eric Hopp, John Oliver, Noel Petit, Jim Vaitkunas.

Membership Committee: Jerry Leimer (Chair), George Bergh, Mark K. Digre, Louis Hoffman, Morten Jorgensen, Dave Kettering, Mike Kramer, Nick Modders, Noel Petit, John Walker.



Front cover, inside front cover and above: All the historic photos in this issue were taken by the Minneapolis Star-Tribune in 1943. The front cover and inside front cover, dated June 30, show the same Omaha Road engineer on diesel and steam, perhaps on the occasion of his retirement. The scene above is the northwest corner of Hennepin and Washington in Minneapolis. All are from the Minnesota Historical Society collection.

LETTER FROM THE CHAIR

-Michael E. Miller

As this is written, we are still in between Executive Directors. After **Chuck Armstrong** left in March our intent was to fill the job quickly. That turned out to not be so easy. It took a couple of months to advertise the job in media such as the Association of Railway Museums' Railway Museum Quarterly, the Tourist Railway Association's Trainline and the Minnesota Historical Society's Interpreter. While this was happening, **Jerry Leimer** chaired a Search Committee consisting of **George Bergh**, **Aaron Isaacs**, **Dave Kettering**, **John Robinson** and myself. We took a fresh look at the Executive Director job description.

Based on the year of experience with the first Executive Director, we decided to reduce the job's salary and use the remaining money to hire a part-time clerical person. **Deb Handschin** has accepted this position on a temporary basis. Her first day was May 2nd. She works 3-4 days a week with 18-20 hours per week. She can be reached at 651-228-0263, extension 3101. Last summer Deb was one of **Charles Barthold's** key volunteers as a store clerk and she is currently going through the railroad code course. To date she has done a great job of filling the gap in administration.

Finding the right person for the Executive Director job is challenging because so many skills are desirable. MTM is a very complex organization, with many needs. We haven't been looking for a railfan, transportation buff or even an historian, although those interests would be welcome. This job is primarily administrative and a more accurate title might be Business Manager for the kind of person we need. Whatever the title, the person must make sure that all the needed administrative systems are in place and running smoothly.

The Executive Director must also be the spark plug behind fund raising. This is not to imply that the divisions don't or shouldn't do fund raising. Every effort is welcome. However, coordination is needed to prevent multiple solicitations of the same donor and to insure that the most pressing needs and priorities are addressed first. Fund raising efforts have been very different from one division to the next. The Executive can help instigate campaigns where they have been

lacking. The Board's goal is to set up a fund raising task force from across the museum, whose efforts will bring in more than ever before.

Volunteer recruitment, management and retention is another area where the Executive Director can add a great deal of value. MTM has over 250 active volunteers and is always recruiting, but these functions can be improved in many ways. The volunteer management handbook from the American Association of Museum Volunteers describes how it can and should be done. Imagine a complete personnel policy framework, just like those used by large business and government organizations. Now imagine that the jobs are unpaid and in part time equivalents. Volunteers must not just be recruited. They must also be assigned properly, given orientation and training, their performances should be evaluated and they should be recognized for their accomplishments. They should be given the opportunity to advance to higher level jobs in the organization. All of these personnel issues may not be addressed by the present volunteer managers and supervisors, so the Exec must be the one to see that they get done. That doesn't mean doing it alone. The Exec should recruit volunteers to do much of the legwork.

The Executive Director must finish the job that Chuck started, moving to Museum-wide marketing, reservations, ticketing and charters. It makes absolutely no business sense to continue doing these things site by site.

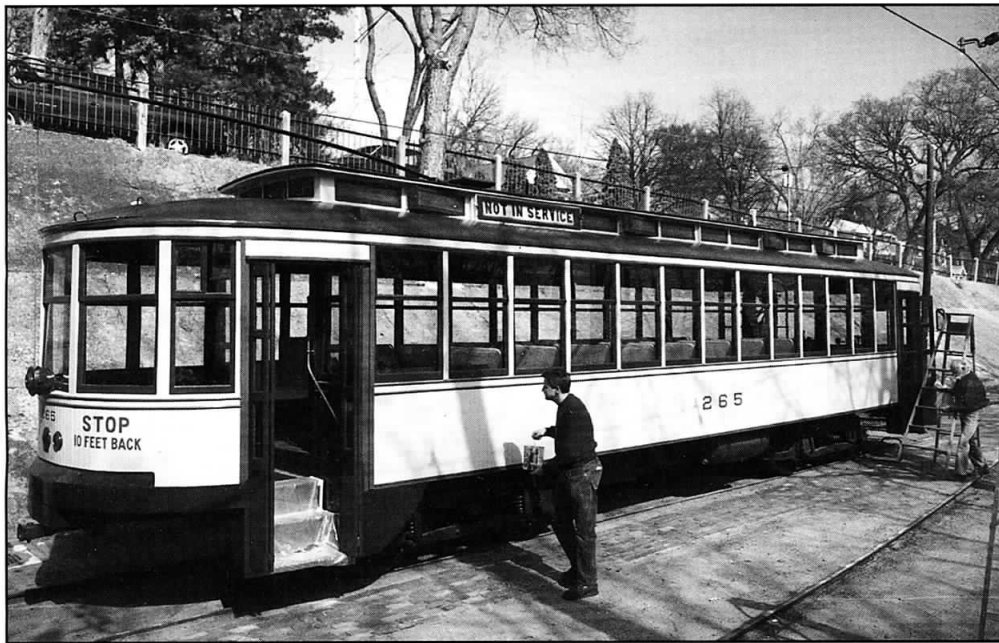
We spend more volunteer hours, while missing out on the opportunity to cross-market our sites. Most of our operating costs are fixed--it costs a certain amount to run the train, trolley or boat, regardless how many passengers we carry. Much of the time we have considerable excess capacity. If we can fill more of those seats through better marketing, multi-site tour packages and referrals from one site to another, we can grow revenues while keeping expenses flat.

Through conscious choice and evolution we have chosen a decentralized system of administration and leadership for the Museum. The principle is that together we are smarter than any of us are alone. We have a number of leadership groups at the head of each of the divisions, as well as the Board of Directors which oversees the direction and policies of the whole Museum. It can be a difficult structure to manage and govern but we have now learned that an effective professional administrator can provide a lot of the "glue" that holds the organization together.

I hope we have the Executive Director on board by the time you read this. Whoever it is, he/she will have individual strengths and weaknesses and the job will need to be tailored to that person's skills. I hope you recognize that the Executive Director is a crucial tool to improving every aspect of the Museum. And your support will make all the difference in that person's success or failure.



The Milwaukee Road Chanhassen depot has been restored after deteriorating on a farm west of town for many years. It has been placed close to its original location near the tracks. Aaron Isaacs photo.



#265 shines after a winter reconditioning. The window frames were refinished and the rest of the exterior was painted in a lighter yellow, based on historic research. Clyde Stevens (L) and Keith Lindbergh put on the finishing touches. John Prestholdt photo.

TRACTION REPORT

- Louis Hoffman

TEA-21 approved

On April 13, the Metropolitan Council approved the Museum's application for \$440,000 in TEA-21 funds for a complete rehabilitation of the Como-Harriet Streetcar Line's track, other aspects of physical plant (insulating, heating and possibly plumbing the carbarn), rebuilding the West 42nd Street crossing and restoring the historic structures at Cottage City and Linden Hills, and a short extension to West 36th Street with a short siding at the location of the current Lake Calhoun platform. Matched by \$110,000 in cash, labor and materials, this will be a \$550,000 project. Look for more details as the funding schedule is established, the work is planned and the project is scheduled. We expect that work will start sometime in 2001 - hopefully in the spring but more likely in the fall.

Thanks to Aaron Isaacs, Louis Hoffman, Jim Vaitkunas and Heather Worthington for their work on this application. The money is on its way. Now the membership needs to step forward to do the rest. The Museum still needs to raise \$110,000 to match the grant. Much of the match will be in materials - donated ties - and donated labor. But we will still need to raise at least \$40,000 or more in cold, hard cash. Can you help? Write your checks to MTM, CHSL TEA-21 Match and send them to MTM, CHSL TEA-21 Match Fund, 193 East Pennsylvania Avenue, St. Paul, Minnesota 55101-4319.

Annual Appeal finale

We've received one last donation to the 1999-2000 Annual Appeal, from Roger Forman. That donation brings the total to \$9,481 from 70 members and 49 memberships. Many thanks to all who made donations to the Annual Appeal. Those of you who didn't contribute to the Annual Appeal (and those of you who did) may want to consider a donation to the TEA-21 Match Fund.

PCC Returns to Service

On Saturday, May 20, PCC service returned to Minneapolis for the first time since 1953. Rededication ceremonies were held under sunny

skies with temperatures in the 70s. A crowd approaching 200 gathered outside the Linden Hills Carbarn and Shops for the ceremonies. After a brief introduction to the PCC's history and technology by General Superintendent Jim Vaitkunas, Chairman Mike Miller lauded the volunteers that made this project a reality. Senior Superintendent Louis Hoffman then introduced a number of elected officials. Park Commissioner Scott Neiman, whose father, Leonard Neiman was the Park Commissioner in 1969 who urged the Board to give the young museum a chance and lease the old Como-Harriet right-of-way, congratulated the Museum on behalf of the Park Board. Minneapolis City Council Member Barret Lane and Allan Bernard, representing City Council Member Lisa McDonald, who was out-of-town, presented a resolution honoring the Museum's efforts. Representing St. Paul, the east leg of the original Como-Harriet route, was City Council Member Jay Benanav, who presented the St. Paul City Council's resolution. George Isaacs, after being presented with PCC medallion number one, then honored the entire roster of PCC volunteers. Finally, the moment the crowd was waiting for. The doors to the ready barn flung open and out came #322 on its first public outing. She glided out silently, greeted by the applause of an appreciative crowd and the gongs, horns and whistles of #265, #1300, the speeder and bus #1399. The crowd reassembled in front of #322 as

#1399, shown here at 43rd and Upton, carried record high loads during this year's Linden Hills Festival. John Diers photo.



Florence Isaacs smashed a bottle of water drawn from Lake Como and Lake Harriet across #322's anticlimber. The first two non-revenue trips for our guests were packed - nearly 100 passengers per trip.

Hats off to **George Isaacs** and crew, listed by name in George's PCC Report in the last Minnegazette, for a job well done.

Mechanical Department Report

#265 spent most of the winter being prepared to take on its new role as backbone of the fleet as we continue to make plans for a multi-year rehabilitation of #1300. In addition to a glistening coat of new paint and polished brass, there's a lot "under the hood" that went on over the winter: a low air pressure bell that will ring when air pressure falls below a safe level was installed. The controller resistors have been rewired so that #265 again has five steps on the controller. An outside door control switch has been installed allowing operators to open and close the door from the outside. And a dual pressure air gauge was installed. **Jim Willmore** installed a new destination sign in the front of the car. Thanks to Chief Mechanical Officer **Clyde Stephens**, Shop Superintendent **Karl Jones** and many volunteers for a winter's worth of good work. #1300's brake shoe holders, a problem for several years, were rewelded by **Howie Melco**. New brake shoes were installed on the rear truck and recut shoes are ready to be installed on the front truck. And, last but not least, eight years of restoration effort ended with the return to service of #322 on May 20.

Motormen on car #265 are now more comfortable, and the car is more historically accurate in the bargain. On a hot summer afternoon, the motorman's compartment, lacking the good ventilation of the passenger compartment, can get pretty uncomfortable. **Karl Jones** had heard that Duluth streetcars were equipped with an inside fan. He called **Aaron Isaacs**, who located a couple of photos in the MTM archive that clearly showed a fan located on the left wall just above the motorman's head. Karl bought an appropriate looking fan, installed it, and #265 is now a cooler place to work.

Motor Bus Department Report

New Superintendent **Ken Luebeck** put together a top-notch management team to rejuvenate the Motor Bus Department: Charter Agent **Dick Loeffler**, Acting Maintenance Manager



MTM members visible from L to R at the PCC #322 dedication include Scott Heiderich (not in uniform), Mike Miller (at the podium), Ben Exley, Jim Vaitkunas, Neil Howes, George Isaacs (back to the camera), Jerry Olsen, Ken Luebeck and Louis Hoffman. Following the ceremonial remarks, #322 emerges from the carbarn to applause and plenty of horn and whistle blowing. Florence Isaacs breaks the bottle across the anticlimber to complete the dedication. John Prestholdt and Aaron Isaacs photos.

Josh Daniels, Operations Manager **Fred Beamish**, Procurement Officer **John Dillery** and Safety and Training Officer **Lael Spindler**. Loeffler, Beamish and Dillery are all Metro Transit employees. In addition to the usual outings during Linden Hills weekend at Lake Harriet, #1399 was in great demand for weddings as noted in the last Minnegazette. Thanks to Crew Caller **Dick Loeffler** for handling the calling and scheduling with aplomb. So

far this year bus ridership already exceeds the total count for last year. Thanks again to **Marty McGlasson** and Mother of the Bride in Excelsior for the referrals.

Mechanically, preseason work under **Josh Daniels**, assisted by **Jarod Johnson**, focused on returning #1399 to regular and dependable service and waxing its now-shiny exterior. #1399 was inspected and is now in service as our primary bus. Its first run was on



April 17 when it operated for Metro Transit in commemoration of the retirement of a driver at Martin J. Ruter Garage. General Motors 1962 "New Look" #198 is not in as good shape - there is a crack in its shell (it has no frame), problems with window seals and a missing engine door. With a complete set of new tires and two hubs, it will be serviceable as a training bus and, in a pinch, as a backup to #1399. With funds and the right parts, #198 can be repaired and painted into its as-delivered TCRT turquoise and silver (it's currently in fading MTC transit red). Mack #630 remains at the Metro

Transit Overhaul Base in need of a major overhaul. But plans are being made to start an inventory of bus parts, clean out the three General Motors 5105s at Jackson Street - sisters to #1399 - and move them out of Jackson Street - a long-held goal stymied by lack of space elsewhere and lack of volunteers. If you can help, please e-mail Ken at kenluebeck@aol.com or call **Josh Daniels** at (763) 441-5278.

Physical Plant Department Report

The volunteers of the Physical Plant Department can breathe a sigh of relief -

with \$550,000 in TEA-21 funding, our track and physical plant will be in top-notch shape by the end of 2001, requiring regular maintenance to keep it that way for a long time. In addition, work crews organized by **Dave French**, repainted and made a variety of repairs at the Linden Hills Station on Saturdays, April 22 and 29. Prep work - scraping, sanding and priming - was done on the 22nd and painting on the 29th. **Roy Harvey** spend innumerable hours during the week continuing the work. **Charles Cunningham** refinished the station floor, which had seen ten years of hard wear - more than 400,000 passengers have trod upon it since the station opened in 1990. And Superintendent **Scott Heiderich** is planning to replace the scratched front door window and the cracked storm window. Thanks to all for a job well done.

Transportation, Safety and Training Department Report

A record 20 motorman/motorette trainees signed up for the annual spring training class. They include **Ken Albrecht**, **Julie Binko**, **Pat Cernin**, **Joe Chisler**, **Mark DeYoung**, **Bob Erickson**, **Mary Groe**, **Greg Gustafson**, **Dale Hartman**, **John Heintz**, **Carter Holmes**, **Jennifer Kramer**, **Kevin Mackin**, **George Martin**, **Ed McGlynn**, **Janet Miller**, **Mike Murawa**, **Don Pribble**, **Lael Spindler** and **Jim Willmore**. Welcome to all and thanks for joining us. And thanks to Superintendent **John Kennedy**, Assistant Superintendent **Dave Culver** and the many trainers, including **Keith Anderson**, **Carl Barthelemy**, **Fred Beamish**, **Tom Beaumont**, **Harold Dalland**, **Mark Digre**, **Dave French**, **Gary Gustafson**, **Karl Jones**, **Dick Levering**, **Charles McCarthy**, **Jerry Olsen**, **John Prestholdt** and **Jim Vaitkunas** for their dedication. Thanks also to the Southwest Journal for once again printing an article about our need for volunteers.

Minnehaha Depot Update

The Park Board's reconstruction of Minnehaha Avenue in Minnehaha Park began suddenly in early April, cutting off the Princess from easy auto and pedestrian access and nixing historic bus service for the May 22 Open House. To reach the Princess for the foreseeable future, take East 46th Street to southbound 46th Avenue South, turn right onto Godfrey Parkway and park in one of the Park Board parking lots on the left - remember to pay the \$1.00 fee.



A rare three-car operation, following the dedication ceremonies. Aaron Isaacs photo.

Cross the creek on the bridge above the falls and walk to the Princess. Thanks to Minnesota Historical Society Deputy Director **Ian Stewart**, Minneapolis Park Superintendent **Mary Merrill Anderson**, Park Engineer **Larry Peterson** and Frattallone Construction's **Dave Meath** for cobbling together a berm-and-boardwalk to allow access to the Princess during street construction.

Needless to say, all this mess has

impacted attendance, both at the Open House and during regular Sunday hours. So please support Corbin Kidder and the other volunteers who staff the Princess by visiting between 12:30 and 4:30 p.m. on Sunday and holiday afternoons through Labor Day - and bring your friends and family.

#322 enters service, crossing 42nd Street. John Diers photo.

RAILROAD DIVISION REPORT

-Dick Kolter

Spring of 2000 found the Railroad Division involved mostly in various forms of training to get ready for the summer season. This past winter a number of people expressed an interest in joining the ranks of the train operating crew, so even though it was the "off year" of the normal two year rules training cycle, a class was organized. Safety and Training Director **Morten Jorgensen** met several times with the group of nine people and supervised the self study program that they used to become familiar with their rules. All of them passed the rules exam and participated in a hands on training day at Osceola on May 20.

The May 20 training day at Osceola gave the new student brakemen a chance to couple and uncouple cars as well as operate switches. They observed a complete trip with the train as it is operated on a regular day. May 20 was also the annual training day for car attendants, utilizing the train to review what they do. The Safety and Training Committee supervised other training activities for the operating crew people. Engineers attended two sessions to review their work and then took a test to re-qualify for their certification. By federal regulations engineers are also required to have vision and hearing



JACKSON STREET ROUNDHOUSE REPORT

-Eric Hopp

Construction begins

On April 17th general contractor L. S. Black began phase II of the Jackson Street Roundhouse renovation. That day the transformation of an old yellow warehouse into a thing of beauty began. If it could write, its diary might read like this:

April 13th. Had visitors from MnDOT, Julie Snow Architects, TKDA, L. S. Black and several subcontractors. I couldn't help eavesdropping. It sounds like big changes will begin soon! My volunteers have been busy cleaning the garage and bay C, but they're not done yet.

April 17th. Paid my taxes today. L. S. Black arrived with some supplies.

April 24th. Those rotten timbers are gone from track 18 and they're breaking up the concrete between my rails on 16 & 17. I wonder what they're up to? They're also building plywood and plastic walls where my big doors used to be.

May 5th. The plywood and plastic walls are finished. They're digging the sand out of my long-buried inspection pits on 16 and 17 - and they're even breaking up the concrete cap over the drop table! But the big news is they're removing the garage roof. About time they fixed it!

May 15th. They demolished my loading dock! (What a mess.) It was an addition, though, so I don't really mind.

There's also a plywood and plastic temporary wall in my museum section.

May 24th. They took out the rails in 16 & 17 - the last the Great Northern left me. But the timbers underneath are rotten, so I suppose that's good. The drop table pit is now just that - a big pit. That steel bridge that replaced the drop table is still there, however. Sprinkler & electrical guys have been busy re-routing stuff out of the garage the post office built.

May 31st. Dear Diary, I'm starting to look like I'm young again! My secret? They've removed my garage! (It was quite a sight - that big machine just tearing beams and bricks out like nothing.) The volunteers tore out the small office in bay C and the electricians have been installing new panels and tearing out old. They also dug a deep hole by the pole barn and pushed a pipe under the tracks. I think it's for my new storm sewer.

June 6th. The garage's concrete pad is gone and the remains of my big doors are visible again. My new storm sewer has now reached my corner. Many of my old door props and sewer manholes are visible again.

June 20th. The last remains of my big doors have been removed. They've almost finished removing the fill from stalls 22 and 24 - I hope they put rails back in like they did in stall 23! The electrician installed a 400-amp electrical panel in the pole barn.

(Author's note: That was the most recent news as this article was written. Watch for the rest of the report in the next Minnegazette.)

exams as well as be able to prove that they have not had any automobile driving convictions for drug or alcohol abuse. Since April brought the effective date of the revision of the General Code of Operating rules, all qualified members were required to study the new rules and answer twenty-five questions on an open book test. This test had to be completed accurately by crew members before they could be allowed to work on the trains this season.

Winter maintenance work on the equipment was hectic as the day for the return to Osceola came closer. This, of course, is not really very unusual as we frequently try to get more work done each winter that there is time to do it. Three passenger cars and two locomotives were at Jackson Street for the winter. Many people gave a big effort and all important work got done. **Eric Hopp** again was on hand practically all of the time to coordinate the work.

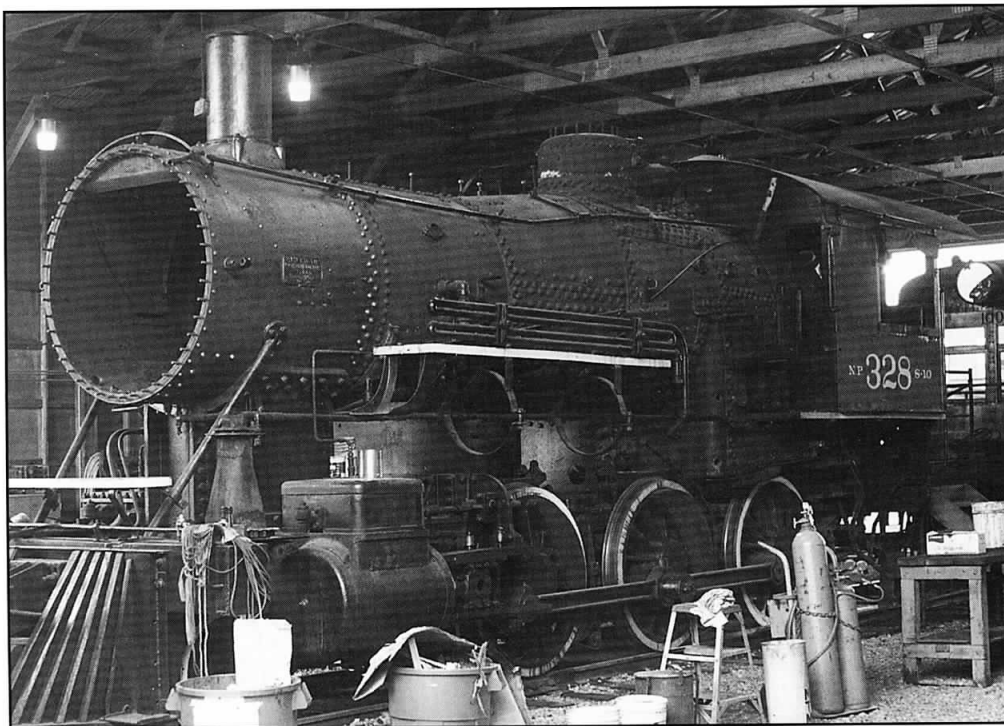
For a time late in the winter it appeared that the triple combine car 1102 would not be ready for the start of the season. This appeared to be a big problem because that car is important for both historical and convenience reasons. As routine work was progressing on this car problems with the running gear turned out to be much more difficult to fix than what was originally planned. A concentrated effort by several people made quick work of it and the car was ready. Monday May 8 was the day everything went to Osceola.

This season a program started last year by Supt. **Dave Ahlgren**, to provide a railroad experience for campers at William O'Brien State Park, is being expanded to include one Sunday each month in addition to a trip on the holiday weekends. Park visitors who wish to ride the train board at an additional stop as the train passes through the park. These people can choose to either ride to Osceola and go shopping or stay on the train for the round trip to Dresser. They then return to the park on the next trip in the direction of the park. The first trip available for park visitors this year found over ninety of them taking part. Dave accompanied the park visitors on the first trip and did very well at organizing them and having them ready when the train arrived.

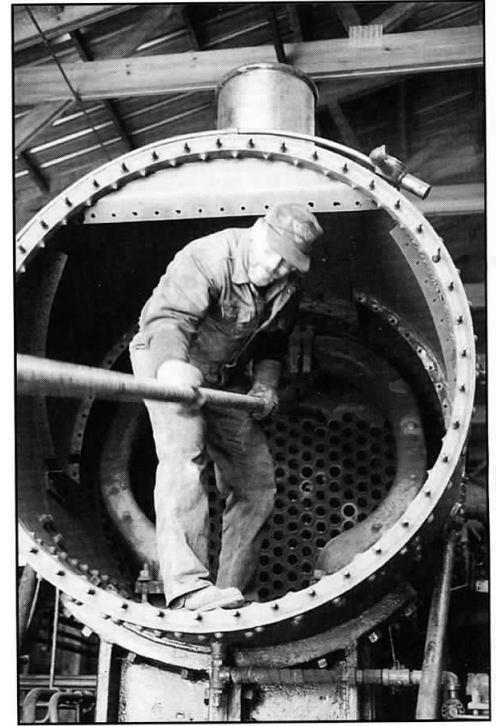
Freight business this spring has been quite irregular. There have been some weeks when nothing was moving. During the summer the freight crews will start work on Saturday right after the passenger runs are complete.

Eric Hopp (L) and Randy Martinson install a reworked coupler on Rock Island #2608. It received a new draft gear spring and pin/bushing work. Chuck Dahl photo.





The years of service have caught up with #328, sitting out this year (and maybe longer) for a major overhaul. The stripped down engine is inside the Jackson Street pole barn. John Oliver removing flues in March. Eric Hopp and Chuck Dahl photos.



Preparations

One year ago, the construction areas were full of stuff. The southwest loading dock was full of things rarely used, the garage was storage for vehicles, lubricants, etc., and bays B and C appeared full. The first task was clearing space in the garage for trash. Volunteers then sorted out the junk and scrap, which was recycled. The remaining good stuff still occupied too much space, so it was carefully sorted and packed. Keeping like objects together was a key strategy. (If it's not where people go to find it, it's useless.) Also key was high-density storage, going vertically when possible. Bay B is now the chief indoor storehouse for materials, parts and artifacts. The boxcars and baggage cars contain long-term storage, or are dedicated to large/heavy collections of parts. The west lot is home to extra large/heavy objects which can be stored outside. Thanks to **Tony Becker** for hauling the scrap, to Robinson Industries for donating material skids and lumber storage racks and to **Richard Kasseth** for many hours' work sorting. **Noel Petit** led the museum cleaning and moving of exhibits. **Zell Olson** found a good home for the huge MacIntosh & Seymour 538 power plants - they will be operating exhibits at a threshing show.

Throughout the winter, **George Bergh**, **Blair Dollery** and **Mike Alfveby** have been manufacturing rail clips for the two new tracks in the bay D museum area.

Volunteers **Richard Kasseth**, **Phil Wellman**, **Noel Petit**, **Bill Handschin**, **Eric Hopp**, **Richard Solstad**, **Randy Martinson**, **Ronald Beck** and **Mark Engels** enjoyed demolishing the old office in Bay C and removing the lights and fire extinguishers from the garage.

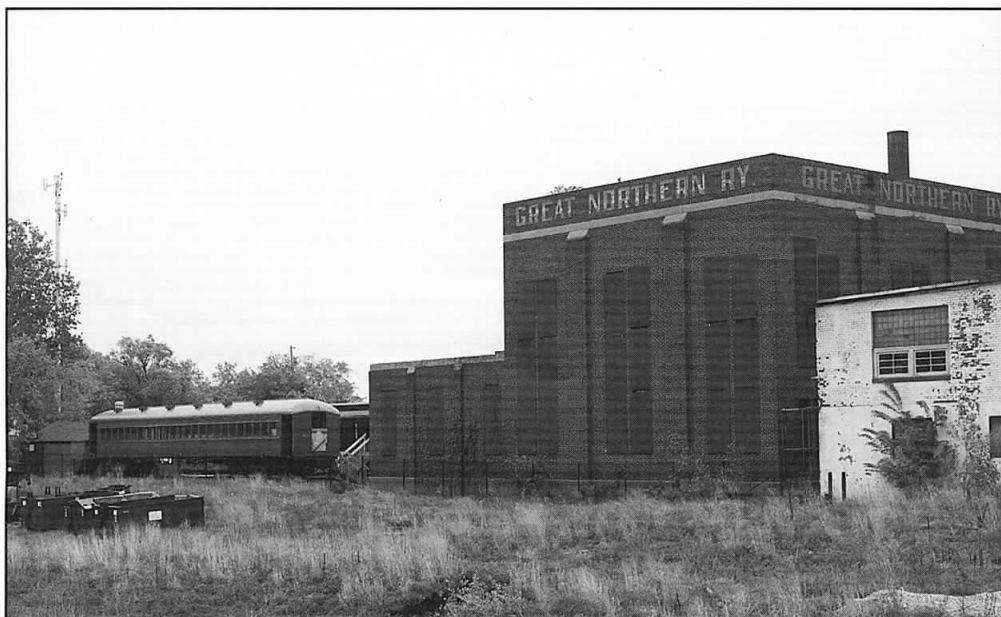
Executive offices

The new executive offices are nearly complete! The walls have been painted, the electricity hooked up, nine antique brass lights hung from the ceiling, an oak hardwood floor installed and the clerestory windows are in. **John Robinson** has been the lead on this project and the finished results are very nice. Fifty phone lines have been pulled into the building and each workstation is wired with full phone/computer hookups. As reported earlier, the office is entered via the east side museum entrance. It will house the MTM executive offices and provide space for the Great Northern Railway Historical Society and the Northern Pacific Railroad Historical Society.

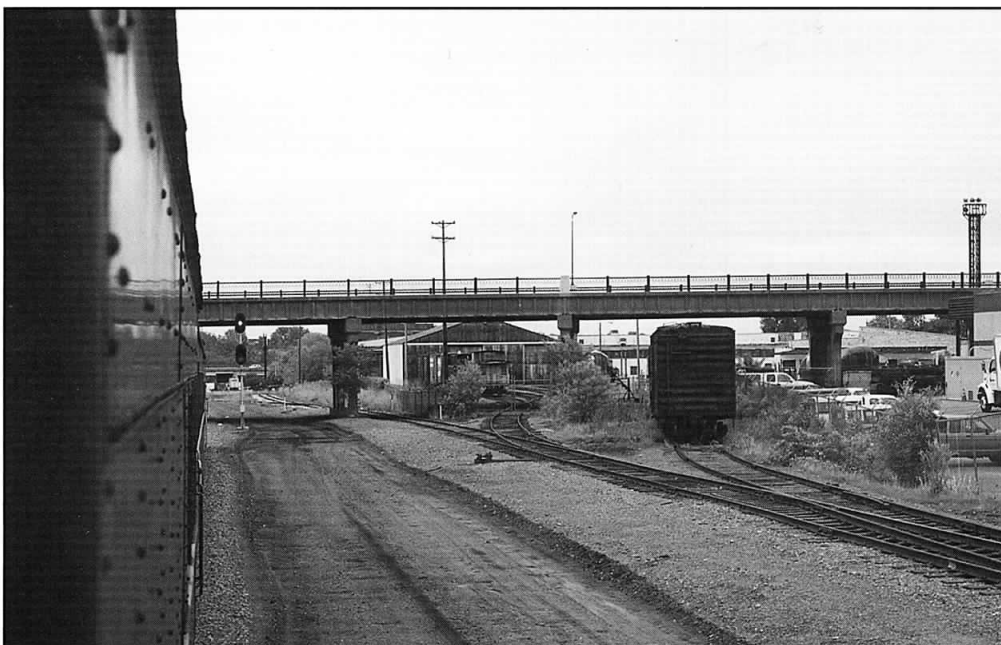
Steam locomotives

Northern Pacific 328's overhaul has been progressing under steam foreman **John Oliver's** leadership. The boiler exterior has been stripped for the five-year exterior shell inspection, which is currently due. The flues, installed in 1981 and subject to annual flue-time extension inspections since 1986, have been removed. Under the new steam law, effective last January, their removal

is mandatory. It is also necessary for renewal of the firebox and front flue sheets. Besides **John Oliver**, **Mike Gamble** and **Bill Handschin** have done the bulk of the flue removal work. **Lee Tuskey** has spent countless hours at the Minnesota Historical Society collecting relevant NP blueprints, estimating overhaul costs, enumerating work required and preparing updated federal form 4 calculations. Steam contractor **Steve Butler** of the Kettle Moraine Ry. in Wisconsin has inspected 328 with a view towards bidding. Others are also being invited to bid. **George Bergh**, with **Dave Kettering** advising, has been tackling fund-raising. (Overhaul expenses could easily top \$400,000.) Under the new steam law, this overhaul will permit us to operate 328 for 1472 days or fifteen years, whichever comes first. A "day" is defined as any calendar day when combustion is applying heat to the heat-transfer surfaces of the boiler and the boiler pressure is above atmospheric. **Bob Gross** has been machining appliances and manufacturing tools to original NP drawings. Other volunteers helping with 328 have been **Ray Carr**, **Phil Wellman**, **Dave Wantz**, **Eric Hopp**, **Barry Moore**, **Mike Schmitz**, **Larry Mullaly**, **Richard Solstad**, **Nick Modders**, **Richard Kasseth**, **Mark Engels**, **Zell Olson**, **Debbie Wood**, **Rog Johnson**, **Bob Hawkins**, **Ward Gilkerson**, **Burt Foster** and **Keith Skeivik**. **Ronald Beck**, who was involved in 328's restoration eighteen years ago, has also been very involved in its overhaul.



Eric Hopp rode the May 2000 ferry move from Jackson Street to Osceola. An unexpected backup move to downtown St. Paul made possible these seldom seen views of the north side of Jackson Street. Left to right are the power house, roundhouse and pole barn.



Everything **Lee Tuskey** has done for the 328, he has also done for Northern Pacific 2156. In fact, he has found approximately 170 relevant blueprints in the MHS collection.

Finally, on June 7th word was received the East Grand Forks city council has approved, in concept, the transfer of Northern Pacific 2153 to MTM. (Details still to be worked out.) Kudos to **John Oliver** and **Lee Tuskey**, who made many trips north to promote this idea.

Diesel locomotives

This spring witnessed a flurry of activity as NP 105 received its annual inspection. **Larry Schulte** led on FRA-compliance issues and **John Peters** led on mechanical issues. Helping were **Noel Petit**, **Ray Carr**, **Barry Moore**, **Mike Schmitz**, **Eric Hopp**, **Burt Foster**, **Eric Kallas**, **Mark Engels**, **Phil Wellman**, **Marv Mahre**, **Bob Hawkins**, **Bill Handschin**, **Gary Stendahl**, **Keith Skeivik**, **Nick Modders** and **Chuck Dahl**.

Soo Line 559 received considerably more attention. **John Peters** personally installed, or supervised installation of; several new injectors, a new/improved engine protector, new blowers, new traction motor lubrication wicks and a new oil separator filter. He also oversaw squaring of the injector rack. **Larry Schulte** oversaw FRA-compliance issues, regular preventive maintenance and an oil change necessitated by a partial valve bridge failure last season. Helping were **Noel Petit**, **Ray Carr**, **Barry Moore**, **Mike Schmitz**, **Todd Murray**, **Marv Mahre**, **Bob Hawkins**, **Eric Kallas**, **Eric Hopp**, **Burt Foster**, **Dick Heine**, **Rog Johnson**, **Larry Mullaly**, **Chuck Dahl**, **Ralph Back**, **Richard Solstad**, **Thom Jesburg** and **Nick Modders**. and **John Oliver**. **Zell Olson**, **Debbie Wood**, **Mark Engels**, **Phil Wellman**, **Mike Gamble** and **Bill Handschin** were especially active in the major mechanical tasks.

Lake Superior Terminal & Transfer 101 is on this summer's restoration work list. Some work has been done by **J. J. Teskey** on reassembling the cab.

MTM has purchased another 45-tonner from the US Navy. It has been at the FMC plant on East River Road for several years and was declared surplus. It's number is 10106, but it also has a name - the "General Ben." Though a G.E. 45-tonner like NSP 5, it's of an older configuration and was ordered with side rods instead of a chain drive. Several innovative uses have been proposed for it, so it's not likely to just be NSP 5's



The ferry move curves into the south end of Shoreham yard. The consist includes GP7 #559, SW1200 #105, NP #1102, repainted #2608 (note new Rock Island herald) and GN #1213. Eric Hopp photo.

backup. Phil Wellman, Bob Hawkins and Scott Reed have done the most to prepare it for movement from the FMC plant. Mike Gamble, Eric Hopp and Mark Engels have also helped.

Osceola rolling stock

Great Northern coach 1213, Rock Island commuter car 2608, Northern Pacific triple-combine 1102 and Great Northern caboose X-71 returned to Jackson Street for winter maintenance after last season. The ice engines from Great Northern coaches 1096 and 1097 were also brought down for overhauling.

Of those, perhaps the biggest scare - and biggest success story - came from NP 1102. During a spring inspection severe safety issues were discovered in its trucks. Bolts holding the center plates had snapped and one center pin was dragging on an axle. There were also loose bolts in the coupler supports and defects in the primary hand brake. Because the defects were discovered less than a month before the season start, it was decided to detain 1102 and repair it after the other equipment went to Osceola. However, several volunteers stepped forward and put in many long

An NSP crew installs a second natural gas service on the east side of Jackson Street. This caboose, which serves as Wanda Sims' office and sat on the ground on the building's west side, has been moved and set on trucks. Eric Hopp photo.



days of overtime to keep it in operation. Kudos to Mike Gamble, Dave Wantz, John Peters, John Oliver, Chris Olson, Mark Engels, Richard Solstad, Bob Hawkins, Bob McNattin, Andy McNattin, Eric Hopp, Randy Martinson, Keith Skeivik, Bill Handschin and Rog Johnson. Throughout the winter, Warren Olson, with help from Richard Solstad and Mark Keech worked to seal the body leaks responsible for severe rust damage in the RPO area. Their efforts should hold it until more comprehensive work can be done with ISTEAF funds this fall. Dave Ahlgren led the COT&S team.

One problem with the streamlined Great Northern cars has always been their cranky mechanical systems. Often they would fail mid-summer, leaving passengers hot and sweaty and crews frustrated. This spring MTM purchased a spare Waukesha "enginotor" engine-generator set for 1213. Chris Olson, Mike Gamble, Randy Martinson, Bob Gross, and Phil Wellman serviced it and placed it under the car. Also helping were Richard Kasseth, Eric Hopp, Mark Engels, Tim Tuggle, Warren Olson, Dick Fish and Tony Becker. The existing engine is receiving minor repairs and will be available as a spare. This marks the first time MTM has ever had spare mechanical units on hand and ready to go. Inside 1213, Chuck Dahl, Eric Kallas, Dick Fish, John Oliver Sr., Phil Wellman, Eric Hopp, Marv Mahre, Chris Olson, Mike Gamble, Larry Mullaly, Gary Ostrand, Karen Ostrand, and Tony Becker spent many, many hours hand cleaning walls, floors, seats, windows, and ductwork. They also buffed the exterior paint job.

Dick Heine took the lead on replacing scuffed plexiglass windows in Rock Island 2608. Dick and his team (primarily Mark Keech and Todd McGonagle) removed and disassembled the windows, striped and repainted the frames, and reinstalled them with scuff- and shatter-resistant tempered glass. They were able to do half the windows this year. Bob Gross, Chris Olson, Richard Kasseth, Eric Hopp, Chuck Dahl, and Randy Martinson replaced the draft gear and did pins and bushings on one coupler. Scotchlite Rock Island logos and numbering samples were supplied by the Rock Island Technical Society (thanks to Paul Schuch and Keith Houghton at RITS) so 2608 now resembles its 1970's appearance. Paint, logo and number work was done by Mark Keech, Charles Barthold, Eric Hopp, Phil



Jackson Street progress: The southeast loading dock has been demolished, revealing the real exterior wall. The "garage" over the turntable pit is also gone. These photos show the start of the process. Eric Hopp and Chuck Dahl photos.



Wellman, Dave Ahlgren and Chuck Dahl. Miscellaneous repairs to the center plate bolts, steps, gates, couplers, and brakes were done by Dick Fish, Dave Ahlgren, Ralph Back, Eric Hopp, Mike Gamble, Phil Wellman, Larry Schulte, Keith Skeivik, Zell Olson, Debbie Wood, Bob Hawkins, Randy Martinson, Rog Johnson, John Oliver, and Larry Mullaly. Pre-season cleaning was done by Dick and Donna Heine, Mark Keech, Richard Solstad and Chuck Dahl.

The ice engines for 1096 and 1097 received a little work this quarter. 1096's was largely complete by January, but Chris Olson, Richard Kasseth and Bob Gross still had some finishing touches to put on. 1097's languished until the decision was made to use it on the Marshfield trip. Chris Olson, with help from Mike Gamble, Larry Mullaly and Todd Driver, pulled the pistons, found new rings, and began correcting wear damage.

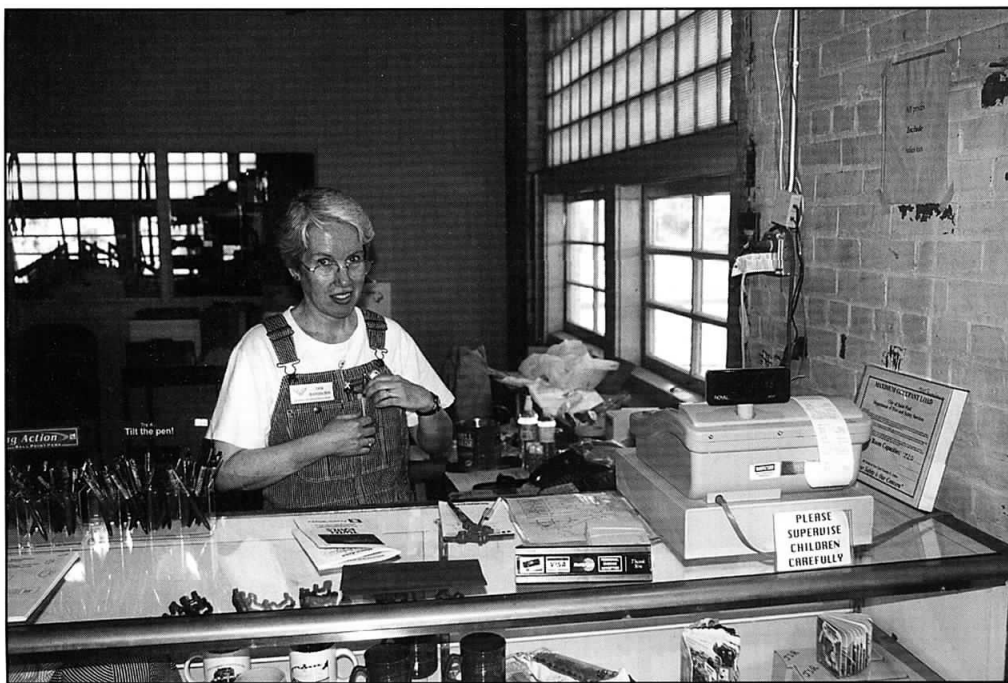
Dick Fish took care of journal lubrication at Jackson Street, and Chris Olson did the same at Osceola. Burt Foster took the time to record wheel wear and coupler heights, for future reference.

First-class car A11 went to member Bill Pfannes' shop by the depot in Dresser, where he touched-up the paint job, worked to seal leaks in the air conditioning system, and replaced three classic remove-to-fill propane bottles with one fill-in-car tank. He also installed a remote tank gauge inside the car. Eric Hopp began work repairing/replacing the defective hand brake.

#2604 received a coat of Pullman green (applied by Mark Keech) Rock Island logos, and a correctly-positioned number. It's now a visual match to 2608. Dave Ahlgren and Eric Hopp replaced a cracked Hyatt roller bearing cap.

Phil Wellman, with help from his grandfather Warner Wellman and also Mike Gamble and Noel Petit, has nearly completed restoration of the new speeder. It promises to be a nicer track patrol vehicle than the current one. (Which will be kept as a spare.)

In the preceding paragraphs, the reader may notice many heavy repairs were performed, above and beyond regularly scheduled maintenance. This can be attributed to better shop facilities, very skilled and motivated volunteers, and management-level belief in proper maintenance. The author is confident that, in a few years, the operating equipment will be consistently kept in good repair and fresh restorations will be common.



Deb Handschin staffing the Jackson Street gift shop. She has since been hired as MTM's temporary clerical staffer. Chuck Dahl photo.

Other rolling stock

Several mystery cars have been better identified. The number 1024 was found stamped on the windows of the circa-1900 wooden coach in the museum. Which railroad it came from is still unknown. The Milwaukee branch-line caboose, long known only by its maintenance-of-way number X-405, has been identified as the 2756 - also by window markings. **Stu Nelson**, CP dispatcher and Soo historian, identified the three Soo Line tenders turned water cars: W-165 came from 4-8-2 #4016. W-166 was behind the 4012 and 4-6-2 #2718. Both are 1928 Alco products holding 10,000 gallons and 17.5 tons. X-775 was behind 2719, 2713, and 2-8-2 #1058. It's a 1942 Shoreham product holding 12,000 gallons and 17 tons.

The ISTE A car restoration is progressing. Julie Snow Architects has submitted plans to MnDOT, and bidding is expected this summer. CB&Q 598 (from the Northern Pacific North Coast Limited equipment pool) and DM&IR heavyweight coach 30 were given an in-date test by Sea Island Passenger Service, which will allow them to move by rail from the Arsenal.

The trade of NP baggage car 234 for Milwaukee Hiawatha coach 502 is nearly complete. 502 was delivered May 1st by the BNSF switch crew (who asked for - and received - a tour of the museum which they heartily enjoyed.) 234 was prepared for movement by Sea Island Passenger Service.

Shop improvements/OSHA compliance

The volunteers are constantly working to make the shop a better work place. This quarter the new locker room was put into service. Some "new" heavy-duty workbenches were donated/ acquired. They replaced some questionable workbenches in the machine shop, and more are stored for use in the new bay C railcar workshop. Several machine tools



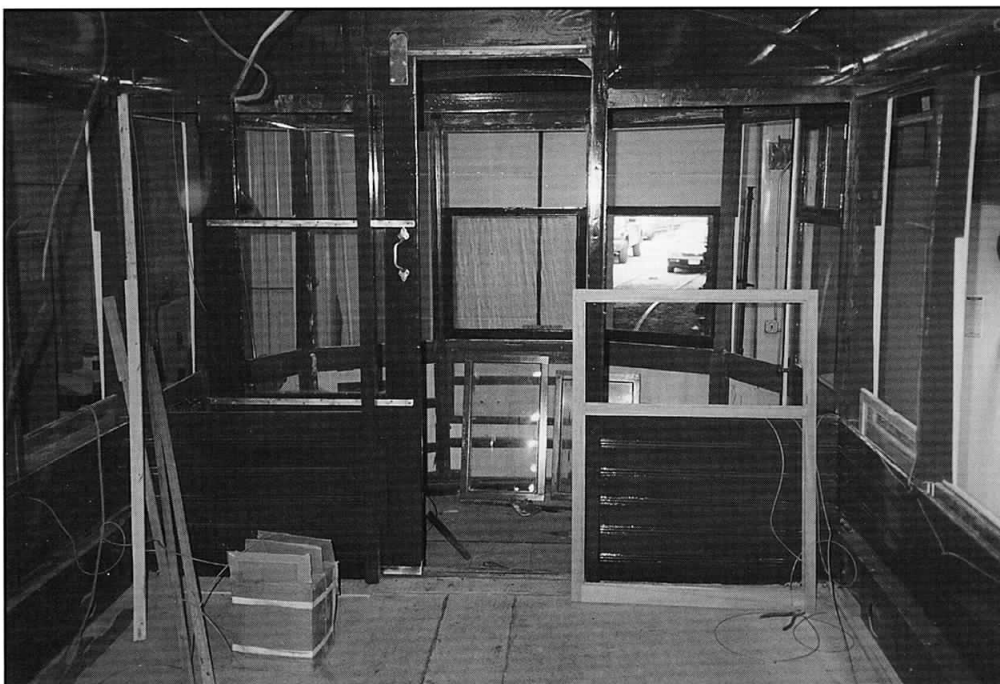
The streetcar #1239 restoration at Excelsior is moving right along. The exterior has had all the bad wood replaced and the yellow paint applied. The front and rear platforms have been rebuilt with new steel underframes and flooring. The front bulkhead and sliding door removed from Duluth #195 have been installed and refinished, along with most of the interior woodwork. Project leader Bob Dumas paints some woodwork. Aaron Isaacs photos.

had minor issues corrected. Notably, another motor-generator arc welder was put in service, allowing one to stay in the pole barn. A theater-style popcorn popper was donated and repaired, which has been a hit at meetings. Credits for all this go to **Bob Gross**, **Chuck Dahl**, **Rog Johnson**, **Eric Hopp**, **Richard Kasseh**, **Phil Wellman**, **Mark Keech**, **Mike Gamble**, **Larry Mullaly**, **Dave Kettering**, **Blair Dollery**, **Tony Becker** and **Keith Skeivik**.

Dave Ahlgren's brother-in-law **Richard Stever**, a retired OSHA inspector, was invited to advise us on becoming OSHA-compliant. He toured the roundhouse and gave us a list of several items to correct. These have been appearing on the weekly shop to-do list. **Mike Matson** installed proper exit hardware on the pole barn's second exit. **Todd McGonagle** repaired some tools and **George Bergh** has been repairing the Hyster forklift's parking brake and horn. **Scott Reed** has arranged the donation of paint storage cabinets and other safety items. **Mark Engels** chairs the shop safety committee.

Museum

Despite the construction, the decision was made to open the museum this summer. It has not been advertised - except on the web - so attendance has been light. However, those who've come have been treated to a very fascinating exhibit: guided tours of the



building renovation itself. The contractors do not work weekends (when the museum is open,) and safety barriers separate walkways from the construction zone, so it works well.

The miniature Rock Island Rocket is being prepared for use as a short ride on the property. It may be in operation along the north property line as early as this fall. **Noel Petit, Tony Becker and Mike Alfveby** have been working on the locomotive. **Rog Johnson and Monty Zavadil** have constructed some new sections of track. **Frank Sandberg's** machine shop straightened some sections which were bent.

LAKE MINNETONKA DIVISION REPORT

-Bill Graham

Minnehaha keeps 'em smiling

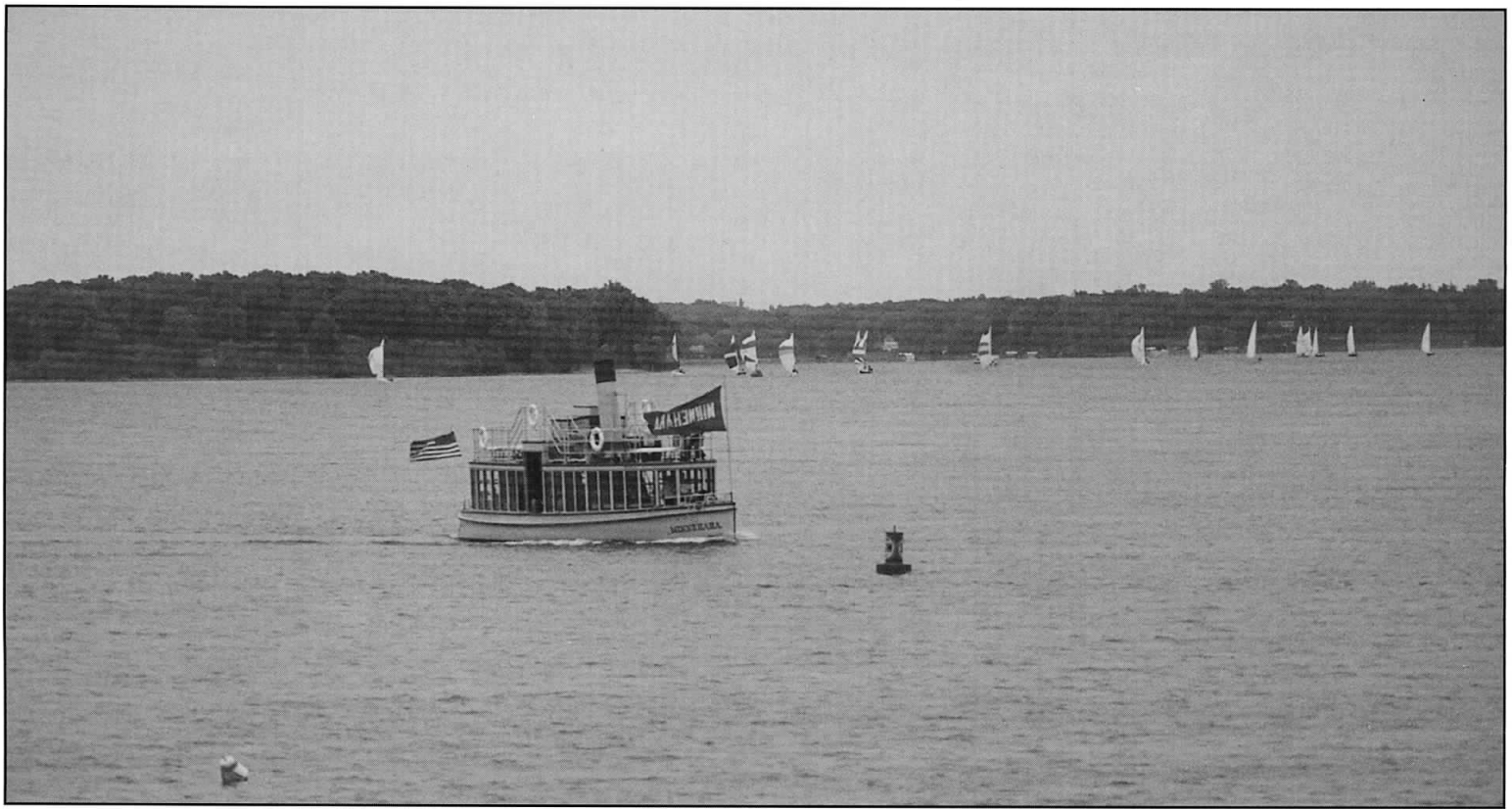
Ticket office manager **Comfort Leckie** reports strong boat ticket sales early in the season. Weekend afternoon trips were selling out routinely by mid-June, and other trips also showed strong ridership. An expanded operating schedule offers innovations that attract passengers. Reservations in advance are a good idea. The Excelsior ticket office number is 952-474-4801. The office hours are Wednesday thru Friday, noon to 5 p.m. and weekends 9:00 a.m. to 5:00 p.m.

Minnehaha Operating Schedule

(Leaving Water Street Dock, Excelsior)

Saturday-Sunday-Holidays	10:00 to 11:30
Coffee/Doughnuts Cruise	Noon to 2:30
Wayzata round-trip	3:00 to 4:30
Circle cruise, Big Island	5:00 to 7:30
Wayzata round-trip	
Wednesday	6:00 to 9:30 p.m.
Excelsior-Wayzata concert cruise	

In order to guarantee space for every ticketed passenger, a big effort by volunteers is needed. This year, these MTM'ers helped make the ticketing smooth and accurate: **Shelly Anderson, Judy Callas, Joyce Hendrickson, Margaret Haug, Jackie Irey, Ann Johnson, Jean Jones, Eugenia Kennedy, Mary Kuhfeld, Comfort Leckie, Shirley Livingstone, John Love, Connie McArdle, Dory Meakins, Jean Ohland, Bill Parmeter, Sharon Provost, Myerl Roloson, Nancy and John Schroeder, Rob Schultz, Audre Stake, Barb Thompson, Ed Waldroff, Ann Woodburn and Elizabeth Zastrow.**



In and out. With Big Island in the distance, Minnehaha enters Excelsior Bay at 11:25 AM and eases toward the Water Street dock. Later it is shown heading out toward the main lake on the noon trip to Wayzata. Aaron Isaacs photos.

Thanks, also, to **Don Germanson** for looking after the Division's printing needs, to **Charles Barthold** for overseeing the merchandising operation and to Commodore **Mike Kramer** for holding it all together. **Ben Carlson, Harvey Reynolds** and **Keith Rud** joined the roster of qualified steam engineers. **Mike McWilliams** scheduled the engineers and served when gaps occurred. **Joan Gilmore** joined the ranks of qualified pilots. She demonstrated her skill on July 2, docking Minnehaha in a strong cross-wind as smoothly and confidently as ever has been seen in these parts.

While **Neil Heminger** repairs Minnehaha's usual whistle, several others from MTM's collection were tried out. A 3-chime whistle thought to come from an industrial building was used for a time. It provided a deep, sonorous bellow that carried nicely across the water. Another whistle of railroad origin gave a high, wailing, minor-key moan that raised hair on some people's necks. All agreed that changing whistles lets us hear sounds not often heard.

Car 78 rolls on

MTM's Excelsior streetcar line operates 10:00 a.m. thru 4:00 p.m. Saturdays and Sundays thru September. Farmers' Market operations are provided on Thursdays. Thanks to **Marty McGlasson** and **Marve Krafve**



for organizing the operation and for calling crews. Ridership is up somewhat from last year. Car 78 offers an interesting ride experience and is enjoying growing acceptance as part of the Lake Minnetonka scene. Thanks to all the volunteers who have kept her repaired and running. Thanks also to **Mike Buck, Marve Krafve** and **Jim Willmore** for their help with training and re-certifying operators.

1239 update

Bob Dumas and **George Ittner** have finished about 60 percent of car 1239's interior woodwork using a commercial cherry stain that closely approximates the original finish. They are rebuilding batches of window sash involving removing the glass, stripping the sash, re-gluing the joints and re-bedding the glass and finally refinishing both sides. The sash are painted medium brown outside, while the inside is varnished to match the other woodwork. All



windows will use the old cookie-sheet glass favored by TCRT. This assures that passengers will have a properly wavy, distorted view of the scenery outside the car as it rolls along.

The final coat of yellow urethane enamel is going on the outside and the ceilings and window framing on the platforms are finished. New oak veneer plywood for the upper ceiling, supplied by a Washington state manufacturer, was delivered to the Twin Cities with the help of Amtrak. This paneling will be an important element in restoring the car to her 1907 appearance.

Jim Willmore has been working on the mechanical systems. He saw to the rebuilding of an air compressor formerly mounted on car 265 including new bearings and rings and a motor overhaul. Using parts from a wrecked BNSF freight car, Jim replicated new brake linkage while awaiting delivery of trucks from Lake Harriet.

One of 1239's mysteries have been her two different styles of body bolsters, the large underframe cross members front and rear by which the car rests on her trucks. The front bolster is a one-piece steel casting hollow in the center and similar to car 265's bolsters. The rear bolster is a two-part truss formed by three-quarter inch riveted steel bars with fir timbers filling the void between them. The latter obviously is the older design.

Why would the Snelling Shops have replaced the front bolster? A clue turned up when **Jim Willmore** unbolted the center bearing plate from the rear bolster and found the lower truss member broken cleanly across in two places almost exactly along the edges of the bearing plate. Clearly, the lower truss member, fatigued by the jarring interaction of the truck and carbody, had broken along the lines of greatest strain. The break would have rendered the car unsafe to operate and it probably occurred on many cars with similar bolster beams. The one-piece casting at the front probably was a routine retrofit that TCRT made as cars moved through the rebuild program.

The question is how to fix it. The consensus is to scab a steel bar onto the broken truss member which will support the weight of the car. The alternative would be to remove four rivets and six large bolts in order to replicate the lower truss member with new steel stock. This would be a sizable and expensive job.

Excelsior offers great lakefront, restaurants and shops as well as a fabulous, historic steamboat and streetcar. It is a terrific spot to spend a summer afternoon or evening. All MTM'ers are invited to come out and share the experiences.

MINNESOTA PRESERVED CABEESE

There is an organization called the American Railway Caboose Historical Educational Society, devoted to the preservation of the cars. They have just published a reference book titled *Captive Caboose in America*. It's basically a database containing over 5000 cars that are no longer in regular railroad service. They reside in museums, are owned by individuals and have been turned into everything imaginable. The data is sorted two different ways, by state and by railroad. Minnesota is shown as having 82 preserved cars.

Looking beyond Minnesota, here is the count for Minnesota railroads. The author is quite sure he hasn't found them all.

Burlington Northern	67
Chicago, Burlington & Quincy	110
Chicago Great Western	2
Chicago & North Western	46
Chicago, Rock Island & Pacific	32
Duluth & Iron Range	1
Duluth & Northeastern	2
Duluth, Missabe & Iron Range	13
Duluth, Winnipeg & Pacific	2
Green Bay & Western	1
Great Northern	119
LTV Mining	4
Minneapolis & St. Louis	1
Milwaukee Road	60
Northern Pacific	85
Soo Line	44
Total	589

To order the book, or learn more about the Society, write to P. O. 2772, St. Louis, MO 63116, or on the web at www.arches.org.

1943

-Aaron Isaacs

Observant readers have probably noticed that I've been working my way through the Minneapolis Star-Tribune newspaper negatives, located at the Minnesota Historical Society. Although MHS in the past selected quite a few of these photos for their catalog collection, there are thousands which remain uncatalogued. Due to the efforts of a volunteer, these are neatly filed in small envelopes of 10-25 negs, in chronological order, beginning in 1936. On the outside of each envelope is a very general description of the contents. The category "outdoor (general)", which accounts for about one-fourth of them, is where one finds everything that didn't happen

inside a building, meaning trains, streetcars and the occasional boat. In addition, photo features are noted on the envelope. Recently I worked my way through the year 1943. The results were so eclectic and interesting that I decided they deserved an entire issue all to themselves. So the photos that follow, plus this issue's covers and inside covers are all from this group. Enjoy.

These passengers have just arrived at the Milwaukee Road depot on the Rock Island heavyweight consist at right, pulled by a 4-8-4. The Hiawatha's beaver tail observation car is at left.

February 16. Talk about bizarre. This must be one of the many streetcars retired by TCRT in the mid-1930's. The destination sign says "SAUSALITO, CAL".





On March 11 this monster appeared in town. Your Editor thinks it's a gas turbine, probably built by General Electric. The location is also a guess, maybe Minneapolis Junction because of the gas holder. Readers are welcome to shed more light on both.

March 29. Can he do that? For reasons unknown, a traffic cop gets assertive at the crossing of Franklin, Cedar and the Milwaukee Road. The discoloration is due to the negative deteriorating.





April 6. These being newspaper photos, plenty of accidents show up. This one involves what appears to be a troop train on the Minneapolis & St. Louis at the very unbusy 21st Street crossing in Kenwood. Locomotive #226 is a class G6-24 4-6-0, built by Baldwin in 1909.

May 21. Whatever these gentlemen are doing, the real interest is in the two upper corners of this Lake Harriet scene. 42nd Street and the streetcar depot are at left. At the far right is the lake launch Lake Harriet. Behind it appears to be the 1900 streetcar depot which MTM has replicated. It was previously located along the west shore south of 42nd and was thought to have been demolished about 1935. If this is it, it has been moved. Can any reader help clarify this?



May 12. This photo was part of the series that appeared in the Spring 1996 Minnegazette. The Morning Zephyr from Chicago was turned and serviced in just 15 minutes, a wartime economy move.







June 25. This series shows a Northern Pacific track gang working somewhere north of town, perhaps around Elk River. Other than air tampers, the work appears to be all manual. But look closer. Most of the workers appear to be high school boys, substituting for men off to war.







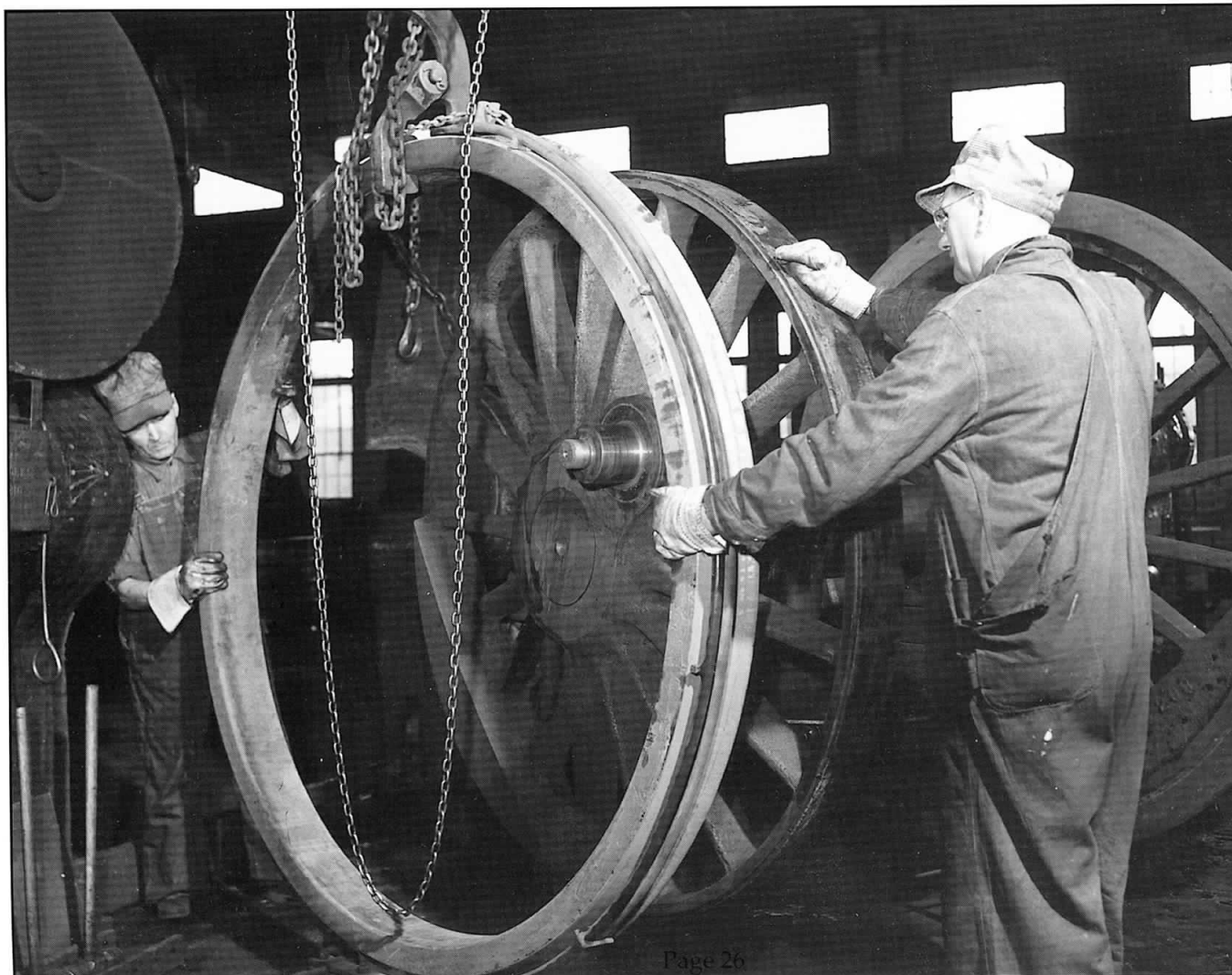
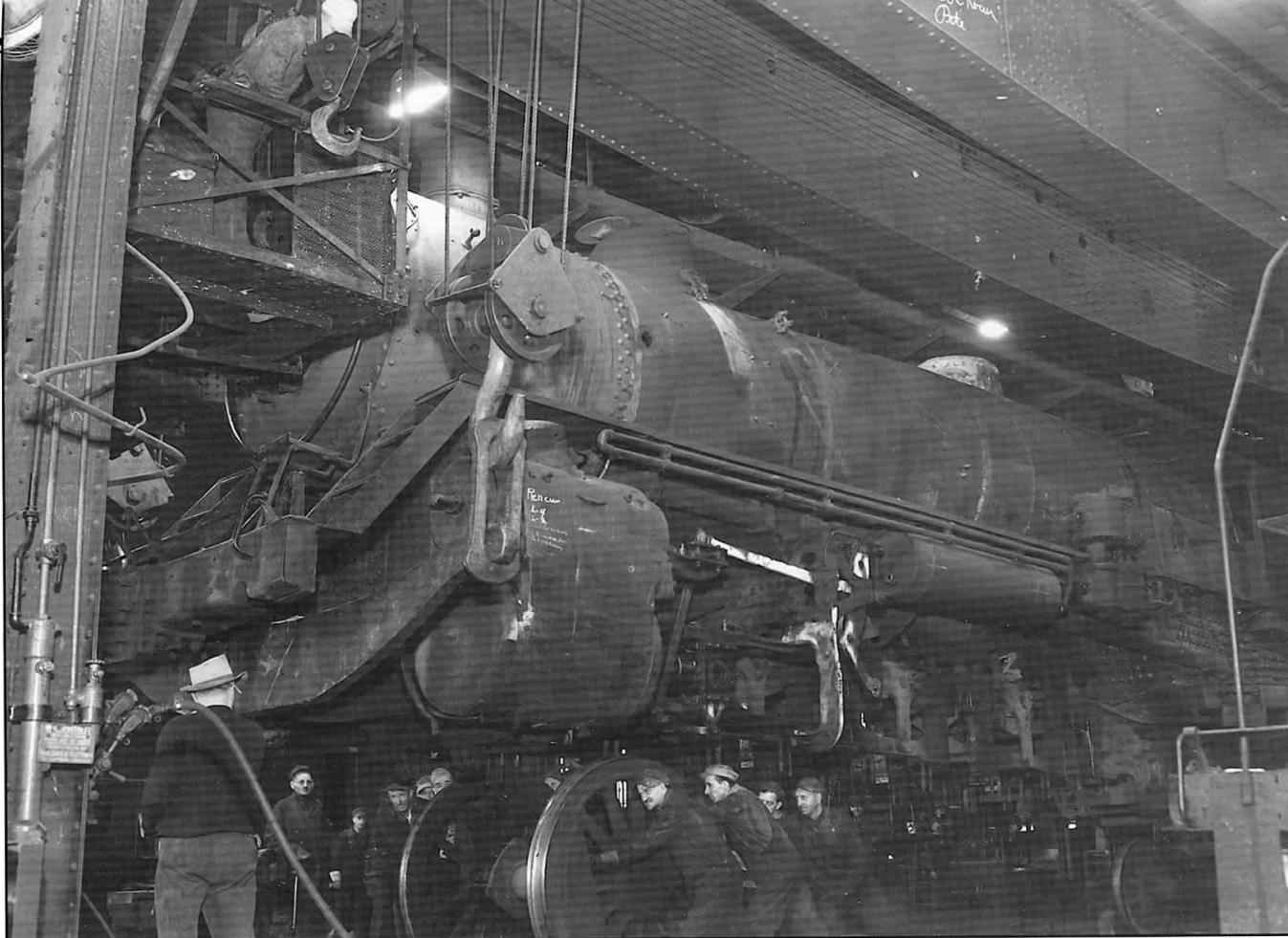
July 2. The Lake Minnetonka steamboats are long gone, but the Excelsior Dock Station survives as part of the Excelsior Amusement Park.

June 19. Quite a few photos illustrate wartime crowding of public transportation. This was taken at the Minneapolis Greyhound depot.

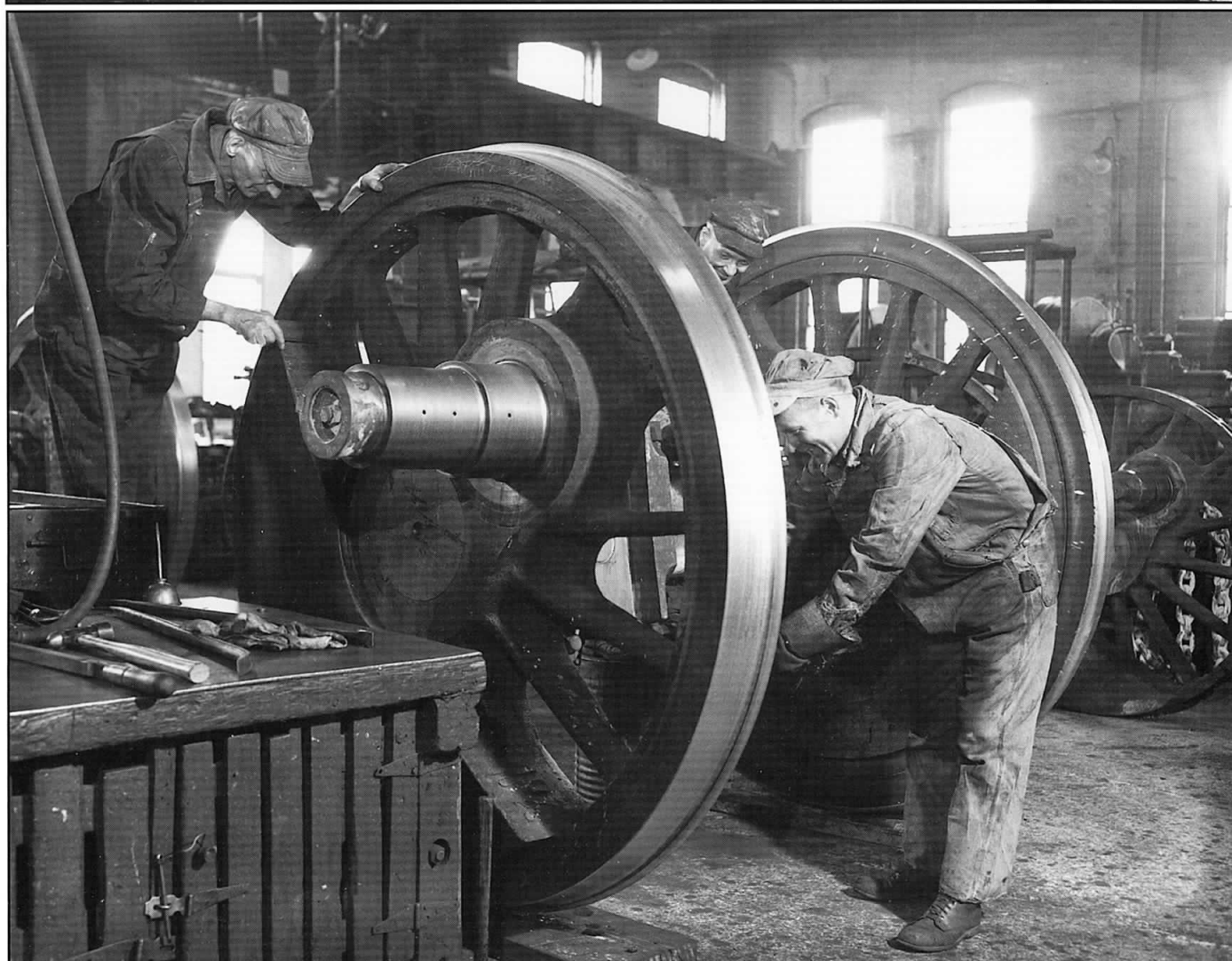
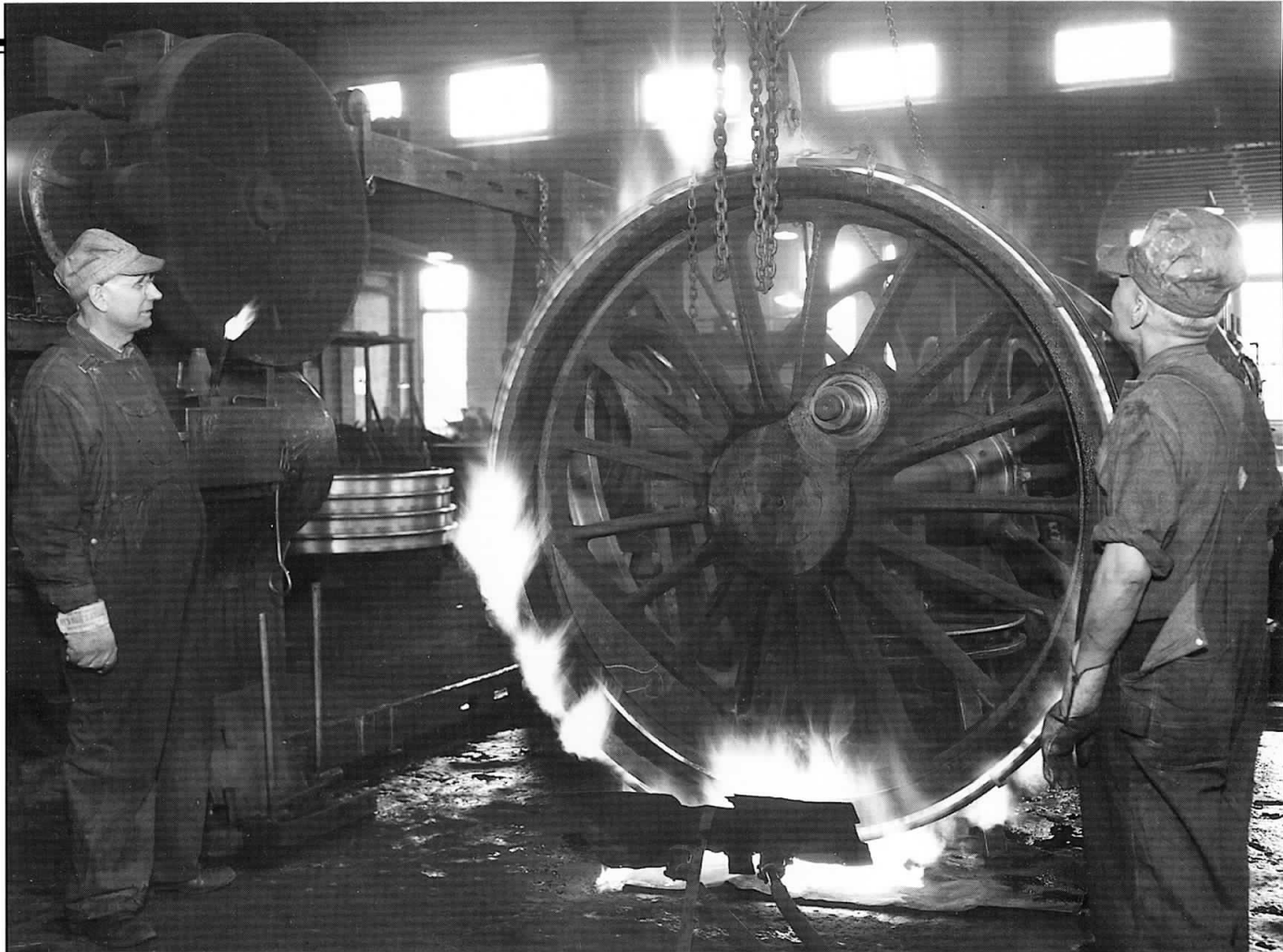
June 25. Another non-traditional worker has appeared to replace the missing men. This is one of the first wartime motorettes. It's a publicity shot taken in the yard of an unidentified station. Note that she's wearing the special women's uniform with intertwined "TCL" logo. They didn't last and before long the women were dressing in the same uniforms as the men.



September 2. This rather bad rear end collision happened at the Cottage City stop on the Como-Harriet line. The front car was stopped when the second hit it. Note the William Berry Road bridge overhead.



October 5.
Heavy repairs
at the Soo
Line's
Shoreham
Shops. The
drivers are
rolled out
from under a
1000 series
2-8-2.
Elsewhere in
the building,
a tire is
mounted
using the
"ring of fire"
method and
side rod
bearings are
attended to.





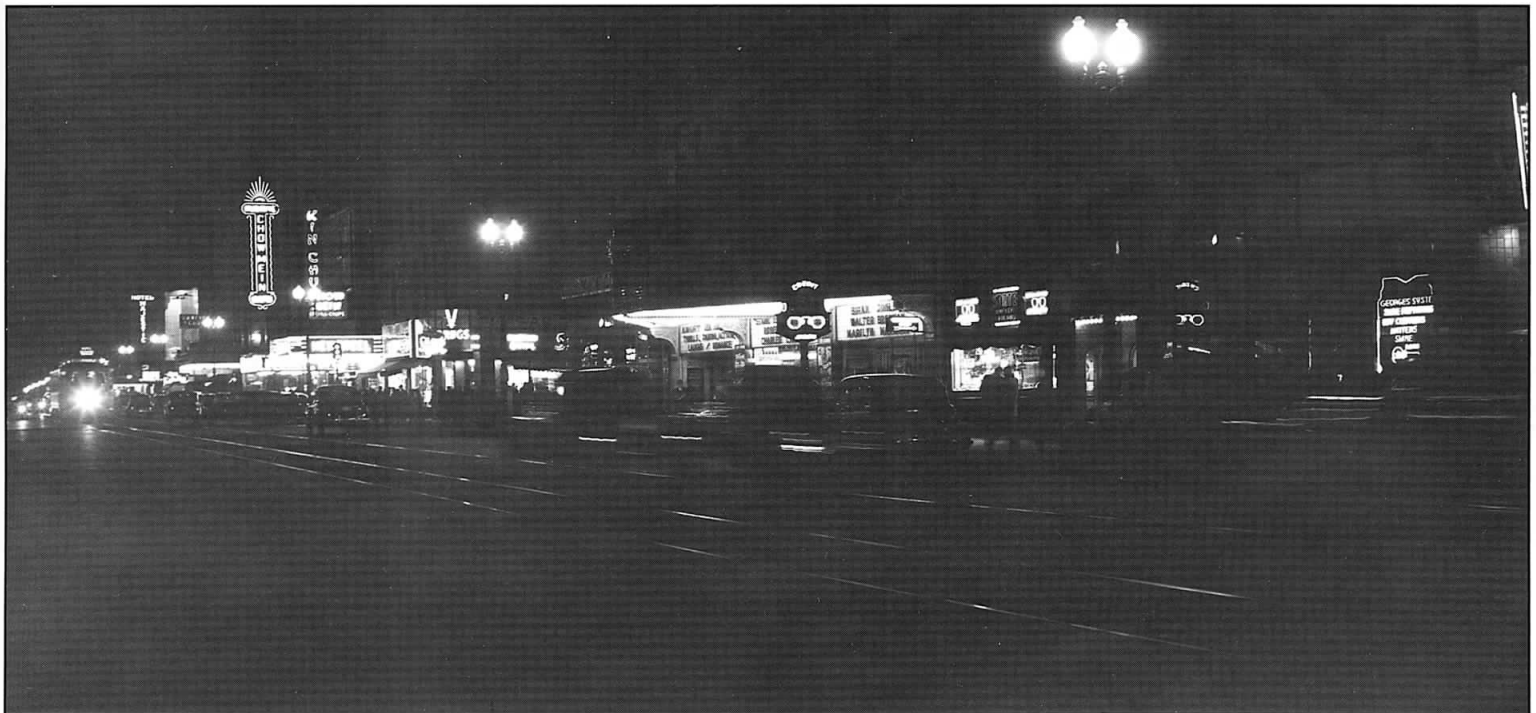
October 18 was the first day of passenger service to the Northern Ordnance defense plant in Fridley via the rebuilt and much shortened Minneapolis, Anoka & Cuyuna Range. The company's dilapidated Snelling-built cars went home for a makeover and emerged in patriotic red, white and blue.



December 16. As the labor shortage tightened, the streetcar company hired high school boys to work as conductors.

May 1. The bright lights of Hennepin Avenue glisten. This is looking north from 9th Street

December 27. A railroad strike was snuffed when President Roosevelt seized the railroads. This is one of several photos that posed crew members with the latest edition that carried the news.





November 8. An early snowstorm disrupted the transit system. This wayward bus on Hennepin Avenue is being rescued by the company wrecker. Below: Passengers wait for a car with enough room to squeeze them in.



Inside rear cover: March 20. As the war effort increased, more women were drawn directly into it. This is one of many photos of the Women's Army Corps, shown here parading at 8th & Marquette, followed by a Chicago-Penn streetcar.

Rear cover: November 8. An early snowstorm brought out the switch cleaners at the Milwaukee Road depot. Star-Trib photographers traveled no farther than necessary to get the needed photo. The Milwaukee Depot was only two blocks from the office, so it shows up often.







MINNESOTA STREETCAR MUSEUM

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Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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